EFFECTIVE DATE: 0901 UTC, February 2, 1995.

FOR FURTHER INFORMATION CONTACT: Paul J. Best, Flight Procedures Standards Branch (AFS–420), Technical Programs Division, Flight Standards Service Federal Aviation Administration, 800 Independence Avenue, SW., Washington, D.C. 20591; telephone: (202) 267–8277.

SUPPLEMENTARY INFORMATION: This amendment to part 95 of the Federal Aviation Regulations (14 CFR part 95) amends, suspends, or revokes IFR altitudes governing the operation of all aircraft in flight over a specified route or any portion of that route, as well as the changeover points (COPs) for Federal airways, jet routes, or direct routes as prescribed in part 95. The specified IFR altitudes, when used in conjunction with the prescribed changeover points for those routes, ensure navigation aid coverage that is adequate for safe flight operations and free of frequency interference. The reasons and circumstances that create the need for this amendment involve matters of flight safety and operational efficiency in the National Airspace

System, are related to published aeronautical charts that are essential to the user, and provide for the safe and efficient use of the navigable airspace. In addition, those various reasons or circumstances require making this amendment effective before the next scheduled charting and publication date of the flight information to assure its timely availability to the user. The effective date of this amendment reflects those considerations. In view of the close and immediate relationship between these regulatory changes and safety in air commerce, I find that notice and public procedure before adopting this amendment are unnecessary, impracticable, and contrary to the public interest and that good cause exists for making the amendment effective in less than 30 days. The FAA has determined that this regulation only involves an established body of technical regulations for which frequent and routine amendments are necessary to keep them operationally current.

It, therefore—(1) is not a "significant regulatory action" under Executive Order 12866; (2) is not a "significant rule" under DOT Regulatory Policies and Procedures (44 FR 11034; February

26, 1979); and (3) does not warrant preparation of a regulatory evaluation as the anticipated impact is so minimal. For the same reason, the FAA certifies that this amendment will not have a significant economic impact on a substantial number of small entities under the criteria of the Regulatory Flexibility Act.

List of Subjects in 14 CFR Part 95

Airspace, Navigation (Air).

Issued in Washington, D.C. on January 6, 1995.

Thomas C. Accardi,

Director, Flight Standards Service.

Adoption of the Amendment

Accordingly, pursuant to the authority delegated to me by the Administrator, part 95 of the Federal Aviation Regulations (14 CFR part 95) is amended as follows:

1. The authority citation for part 95 continues to read as follows:

Authority: 49 U.S.C. app. 1348, 1354, and 1510; 49 U.S.C. 106(g); and 14 CFR 11.49(b)(2).

2. Part 95 is amended to read as follows:

REVISIONS TO MINIMUM ENROUTE IFR ALTITUDES AND CHANGEOVER POINTS

[Amendment 387 Effective Date, February 2, 1995]

From	То	MEA
§ 95.6006 VOR Federal Airway 6	6 Continued is amended to read in part	
Selinsgrove, PA Vortac*5500—MRA	*Snowy, PA Fix	500
§95.6023 VOR Federal Airo	way 23 is amended to read in part	
Red Bluff, CA Vortac	NW BND SE BND	8000 3000
*8000—MCA Shata Fix, NW BND	*Shata, CA Fix NW BND SE BND	**8000 **6500
**5500—MOCA § 95.6046 VOR Federal Air	way 46 is amended to read in part	
Hampton, NY Vortac*1800—MOCA	Libbe, NY Fix	*2500
Libbe, NY Fix*2000—MOCA	•	*3000
Clamy, MA Fix	Nantucket, MA Vortac	2000
-	way 93 is amended to read in part	
Patuxent, MD Vortac	Graco, MD Fix	1800
-	vay 214 is amended to read in part	
Somto, PA Fix*1600—MOCA	Yardley, PA Vortac	*2400
§ 95.6433 VOR Federal Airv	vay 433 is amended to read in part	
Somto, PA Fix	Yardley, PA Vortac	*2400